

Ken Bowers, AICP

To Support Transit,
Plan for Walkability

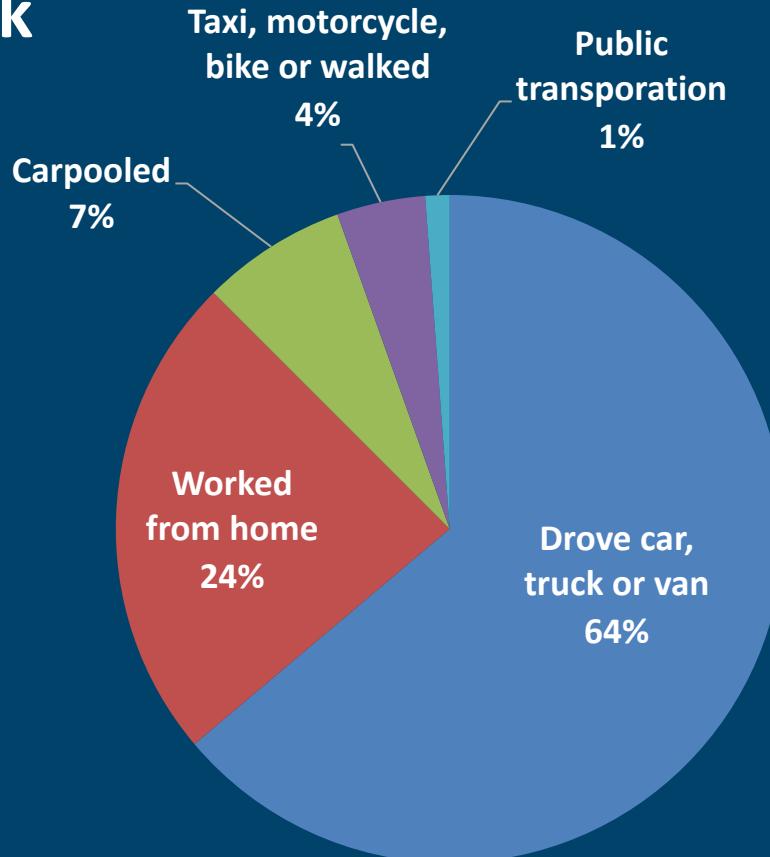


Main Points

- A vast distance stands between where Raleigh wants to be with transit and where we are
- You can't have great transit without walkability
- It's easier to swim downstream than upstream
- The market is flowing towards walkability
- Connecting walkable places in Raleigh will be achieved primarily with frequent, reliable bus service

How Raleigh Gets to Work

- **87%** of Raleigh commuters drive to work
- The average commute time is about **24** minutes long
- A single person living in Raleigh will spend about **\$10,096** a year on transportation



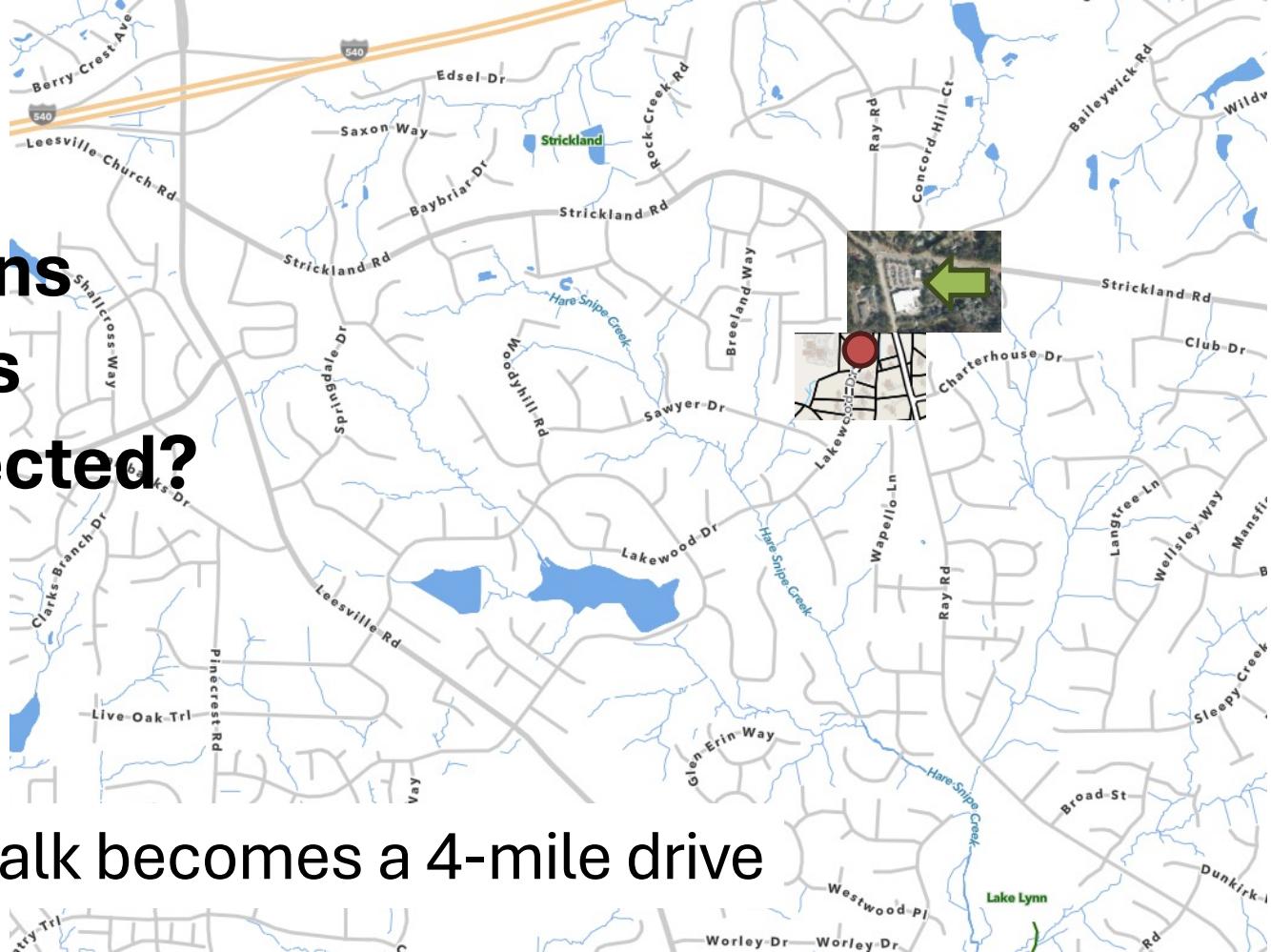
Sidewalks ≠ Walkable



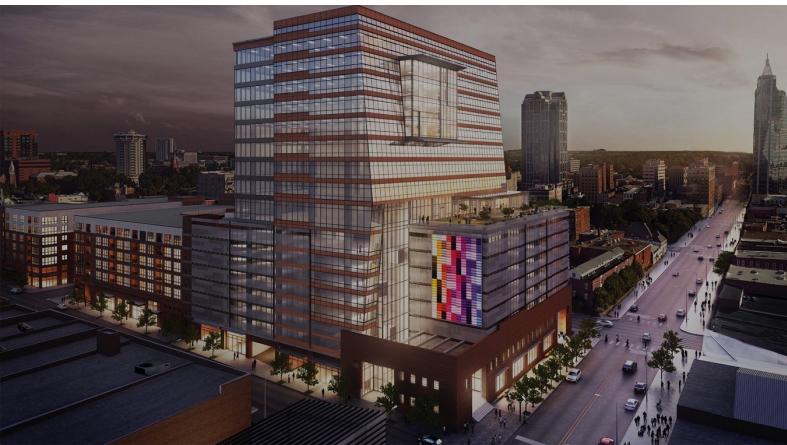
All Transit Riders are Walkers



What happens when streets aren't connected?



A 1,000-foot walk becomes a 4-mile drive



Sample Rent Premium



Junction Six Forks

Suburban arterial, close to offices, Whole Foods, I-540

1,168 sf 2BR 2 bath
Starting rent: \$1,770



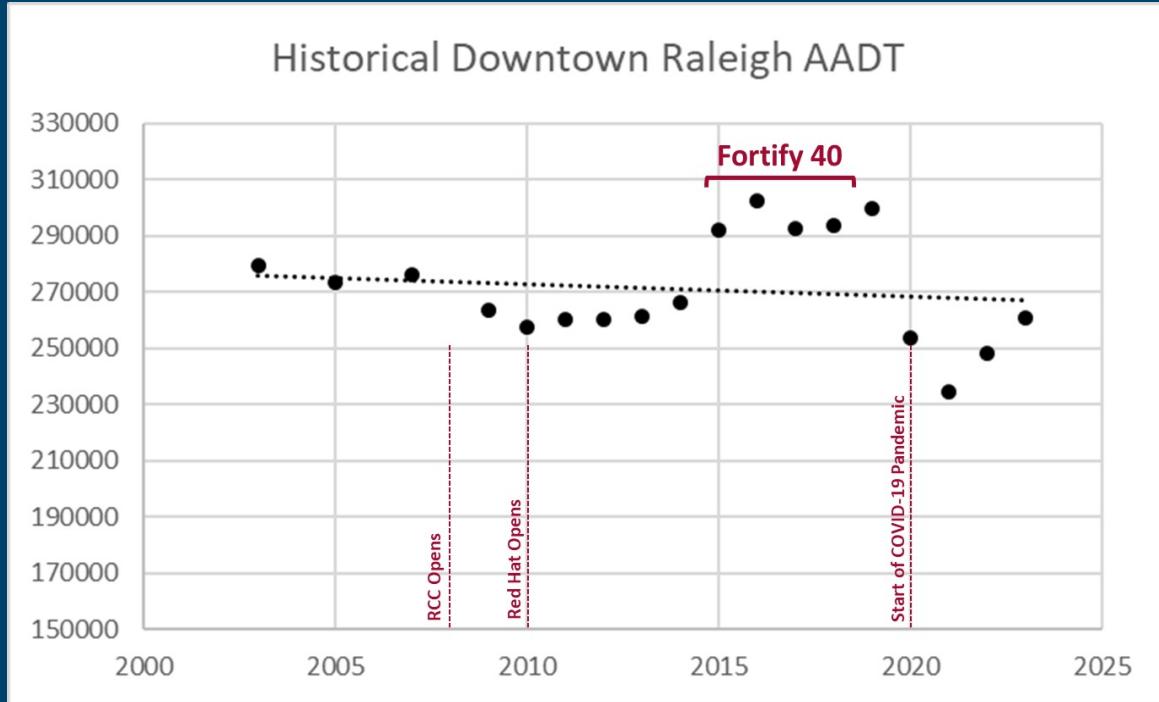
Trilogy Cameron Village

Urban infill, close to Village District, NCSU, Hillsborough Street, downtown

1,180 sf 2BR 2 bath
Starting rent: \$2,395 (+35%)



Downtown Has Grown, Traffic Has Not

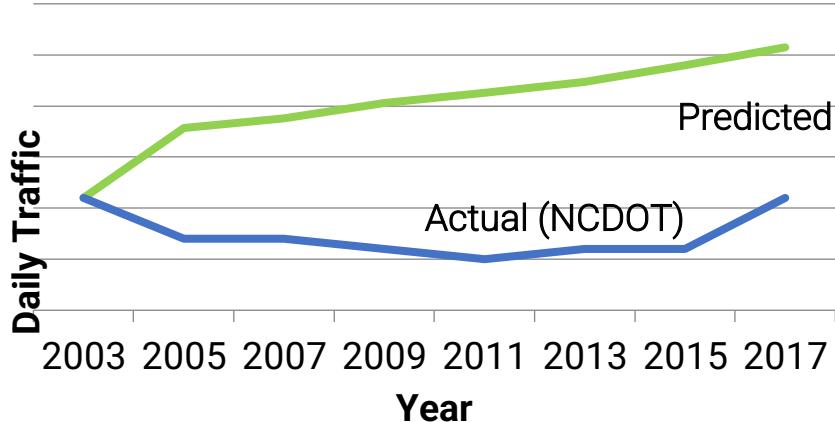


- Number of housing units downtown has doubled since 2000
- 1.8M SF of office and 500K SF of retail space added downtown since 2015

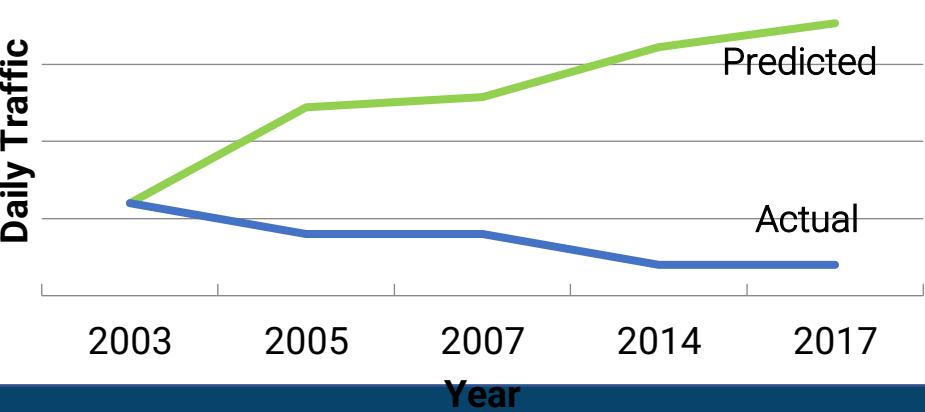




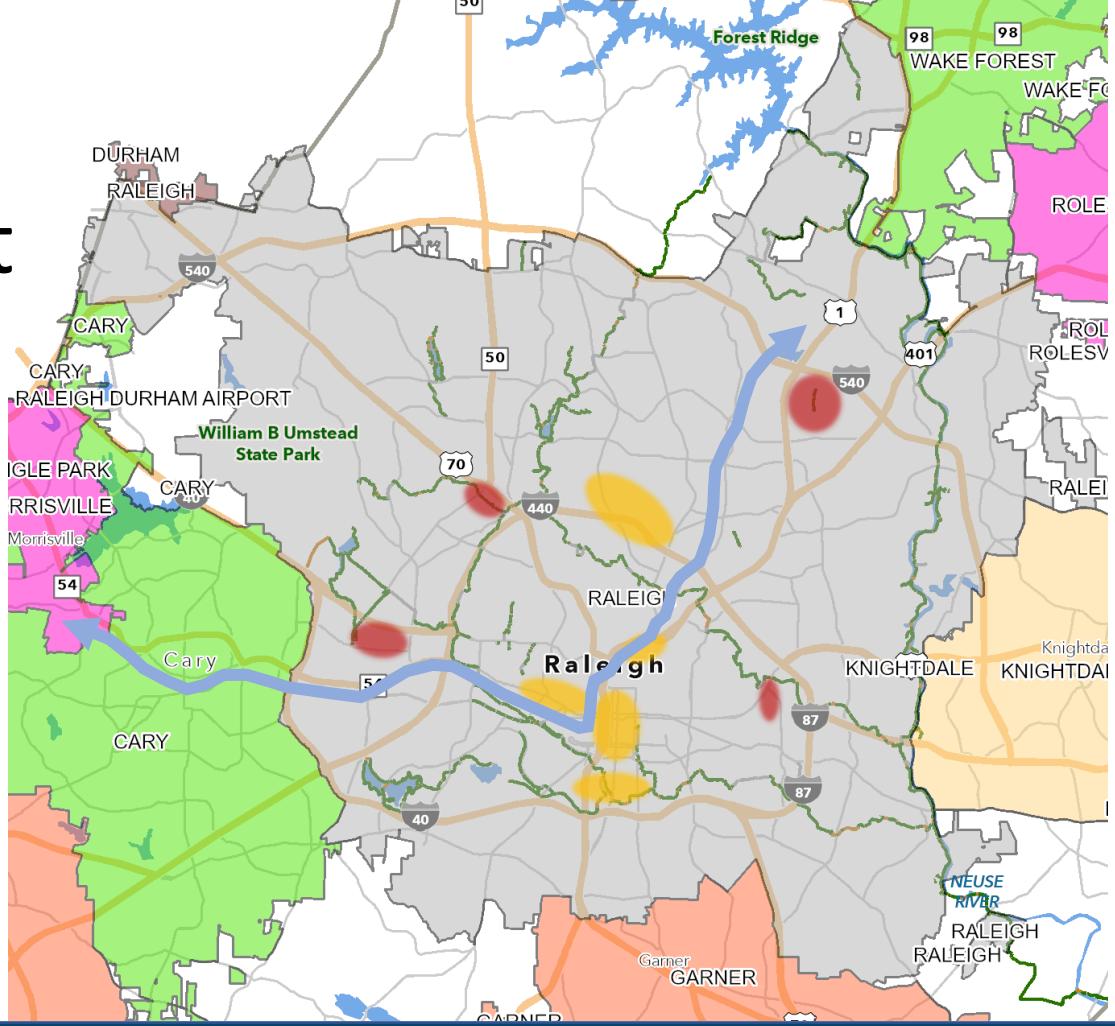
Six Forks Road north of Rowan Street



Six Forks Road south of I-440

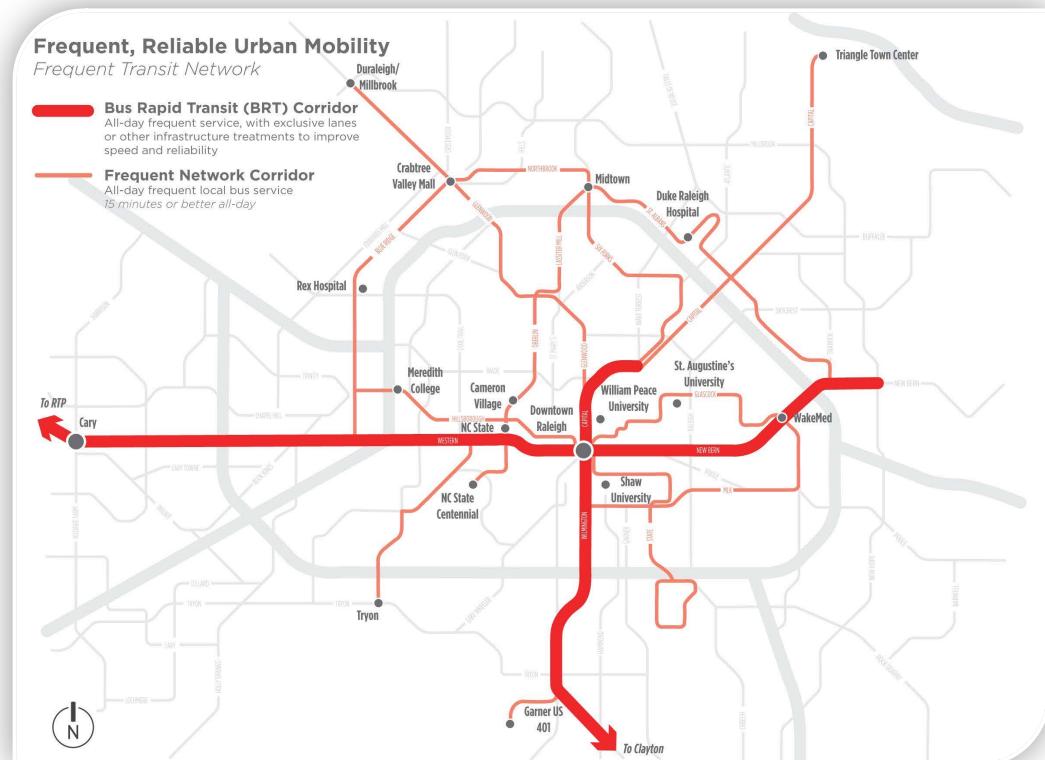


Rail bypasses many important destinations



Enhancing Raleigh's Transit System

- Frequent network of more than **83** miles across the city
- **48%** of jobs in Wake County are within $\frac{3}{4}$ mile of home
- Expanded evening and weekend service
- **20+ miles** of Bus Rapid Transit with **15-minute** service in key corridors
- Shorter and more convenient trips for all service



Successful Transit Requires Four Components

Density

Critical mass of jobs, housing, and commerce at station areas



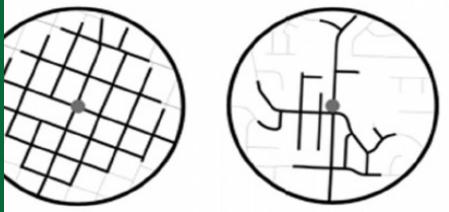
Linearity

Multiple origins and destinations along a straight and direct path



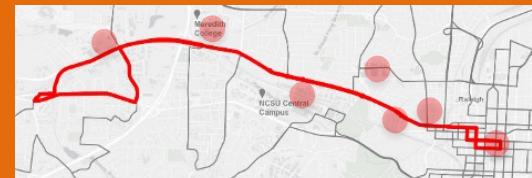
Walkability

Connected grid of sidewalks and paths to serve the full walking radius

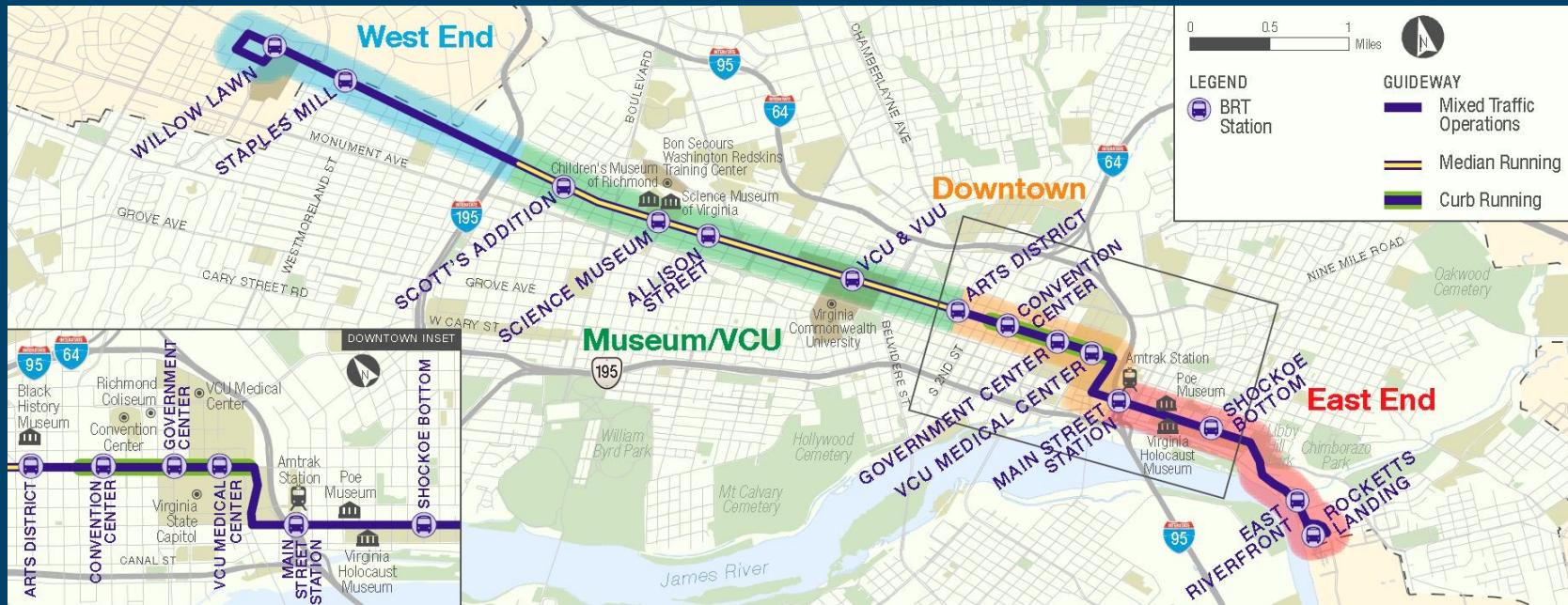


Proximity

Minimize long gaps between origins and destinations



Richmond, VA's Pulse Bus Rapid Transit Has all Four

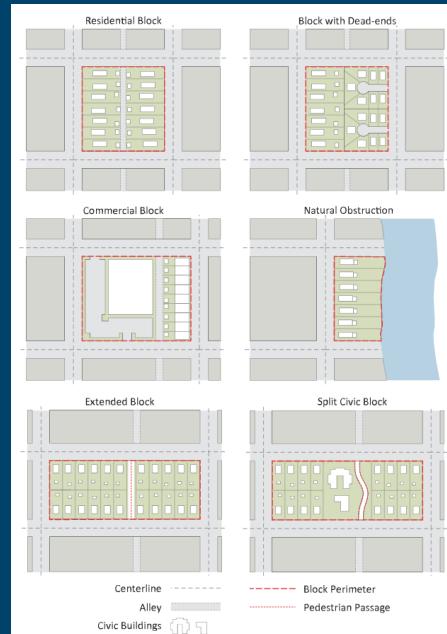
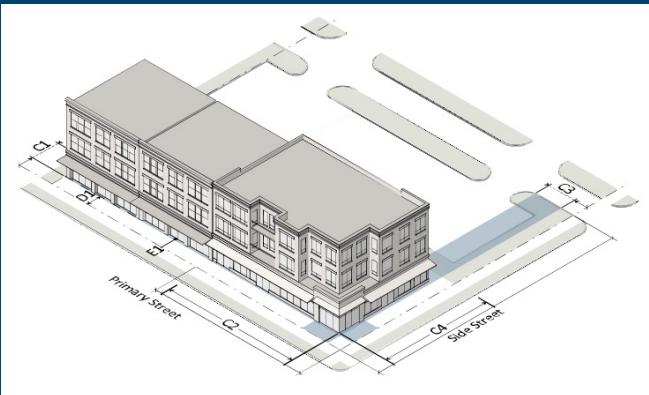


Building Blocks of Walkable Places

- Connected streets
- Wide sidewalks with street trees
- Narrow travel lanes for low speed
- Diverse and intensive land use
- Structured parking and less parking
- Public parks and open spaces

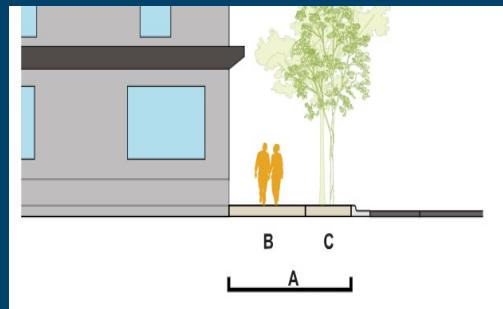
Raleigh's UDO

Frontage Standards



Block Perimeter

Complete Streets & Streetscapes



To Get More of This...



Public Infrastructure Needs to Evolve



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